

2003

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

93

Warren County
Town of Front Royal

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

















Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Warren Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year		
2Axle 3+Axle 1Trail 2Trail																		
Warren County																		
11	0.19	3900	G	From:	Shenandoah County Line				C	0.088	F	0.599	3900	G	2003			
				93%	0%	1%	3%	3%								0%		
				To:	Frederick County Line													
48	Skyline Drive	1.69	2000	M	From:	Rappahannock County Line					NA		NA		2003			
					To:	Rappahannock County Line												
48	Skyline Drive	10.47	2000	M	From:					NA		NA		2003				
					To:	US 340; Front Royal												
55		4.91	3500	N	From:	Shenandoah County Line				N	0.094	N	0.582	3600	N	2003		
					96%	0%	1%	1%	1%								0%	
					To:	93-626												
55		2.30	5800	G	From:	93-626				C	0.082	F	0.625	5900	G	2003		
					96%	1%	2%	0%	1%								0%	
					To:	WCL Front Royal												
Town of Front Royal																		
55	Strasburg Rd	0.90	8300	G	From:	WCL Front Royal				C	0.095	F	0.615	9000	G	2003		
					94%	1%	2%	2%	1%								0%	
					To:	US 340; 522												
Warren County																		
55	522	Shenandoah Ave	0.45	26000	N	From:	US 522				N	0.083	N	0.505	27000	N	2003	
						96%	0%	1%	1%	1%								0%
						To:	CL Front Royal											
Town of Front Royal																		
55	522	Shenandoah Ave	0.34	26000	G	From:	CL Front Royal				F	0.083	F	0.505	27000	G	2003	
						96%	0%	1%	1%	1%								0%
						To:	14 ST											
55	522	14th Street	0.24	22000	G	From:	Shenandoah Ave				F	0.080	F	0.526	22000	G	2003	
						96%	0%	1%	1%	1%								0%
						To:	North Royal Ave											
55	522	North Royal Ave	0.35	24000	G	From:	14TH ST				C	0.080	F	0.527	24000	G	2003	
						96%	0%	1%	1%	1%								0%
						To:	US 522,SR 340											
55	340	North Royal Ave	0.25	13000	G	From:	RT 522 & RT 340				F	0.078	F	0.542	14000	G	2003	
						98%	0%	1%	0%	1%								0%
						To:	6th St											
55	340	North Royal Ave	0.57	16000	G	From:	6th St				C	0.075	F	0.505	17000	G	2003	
						98%	0%	1%	0%	1%								0%
						To:	E Main St											
55	340	South Royal Ave	0.40	15000	G	From:	E Main St				C	0.077	F	0.514	16000	G	2003	
						97%	0%	1%	1%	1%								0%
						To:	US 340											
55		South St	0.54	13000	G	From:	US 340				C	0.083	F	0.572	14000	G	2003	
						94%	1%	3%	1%	1%								0%
						To:	US 522											
55		John Marshall Hwy	1.72	12000	G	From:	US 522				C	0.095	F	0.667	13000	G	2003	
						95%	0%	2%	1%	1%								0%
						To:	ECL Front Royal											
Warren County																		
55			2.98	11000	G	From:	ECL Front Royal				C	0.093	F	0.742	11000	G	2003	
						98%	0%	1%	0%	1%								0%
						To:	SR 79											
55			1.35	3700	G	From:	SR 79				F	0.095	F	0.574	3700	G	2003	
						98%	0%	1%	0%	1%								0%
						To:	Fauquier County Line											
East 66		6.61	13000	G	From:	I-81 N				F	0.061	F		12000	G	2003		
					78%	1%	1%	1%	18%								1%	
					To:	US 340; US 522												
East 66		6.49	13000	A	From:	US 340; US 522				C	0.132	A		12000	A	2003		
					78%	1%	1%	1%	18%								1%	
					To:	SR 79												
Combined Traffic: 25000 G 78% 1% 2% 1% 18% 1%																		

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2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Warren Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Warren County																
East 				From:	SR 79											
	1.56	17000	G	78%	1%	1%	1%	18%	1%	F	0.119	F		16000	G	2003
	Combined Traffic:		33000	G	78%	1%	2%	1%	18%	1%	F	0.079	F	0.745	30000	G
				To:	Fauquier County Line											
West 				From:	I-81											
	6.62	12000	G	79%	1%	2%	1%	17%	1%	F	0.099	F		11000	G	2003
	Combined Traffic:		25000	G	78%	1%	2%	1%	18%	1%	F	NA			23000	G
				To:	Fauquier County Line											
West 				From:	US 340; US 522											
	6.55	13000	A	79%	1%	2%	1%	17%	1%	C	0.124	A		12000	A	2003
	Combined Traffic:		26000	A	78%	1%	2%	1%	18%	1%	C	NA			24000	A
				To:	Fauquier County Line											
				From:	SR 79											
	1.20	16000	G	79%	1%	2%	1%	17%	1%	F	0.117	F		15000	G	2003
	Combined Traffic:		33000	G	78%	1%	2%	1%	18%	1%	F	0.079	F	0.745	30000	G
				To:	Fauquier County Line											
				From:	SR 55 West of Linden											
	0.23	11000	G	98%	0%	1%	0%	1%	0%	C	0.089	F	0.922	12000	G	2003
				To:	I-66											
North 				From:	Shenandoah County Line											
	1.29	24000	G	71%	1%	2%	1%	24%	2%	F	0.059	F		24000	G	2003
	Combined Traffic:		45000	G	72%	1%	2%	1%	23%	2%	F	NA			45000	G
				To:	I-66, Frederick County Line											
South 				From:	Shenandoah County Line											
	1.15	21000	G	74%	1%	1%	1%	21%	2%	F	0.082	F		21000	G	2003
	Combined Traffic:		45000	G	72%	1%	2%	1%	23%	2%	F	NA			45000	G
				To:	Frederick County Line											
				From:	Page County Line											
	2.46	4300	G	95%	0%	1%	1%	2%	0%	C	0.089	F	0.751	4300	G	2003
				To:	N 93-613											
				From:	93-607											
	5.30	5000	G	95%	1%	2%	1%	1%	0%	C	0.099	F	0.745	5100	G	2003
				To:	93-619											
				From:	93-619											
	2.78	6500	G	95%	0%	1%	1%	2%	0%	F	0.098	F	0.719	6600	G	2003
				To:	SCL Front Royal											
Town of Front Royal																
	South Royal Ave	0.31	14000	G	From:	SCL Front Royal										
				95%	0%	1%	1%	2%	0%	F	0.077	F	0.63	15000	G	2003
				To:	SR 55 South St											
	South Royal Ave	0.40	15000	G	From:	E Main St										
				97%	0%	1%	1%	1%	0%	C	0.077	F	0.514	16000	G	2003
				To:	6th St											
	North Royal Ave	0.57	16000	G	From:	US 522, 8th St										
				98%	0%	1%	0%	1%	0%	C	0.075	F	0.505	17000	G	2003
				To:	14th St											
	North Royal Ave	0.25	13000	G	From:	North Royal Ave										
				98%	0%	1%	0%	1%	0%	F	0.078	F	0.542	14000	G	2003
				To:	Shenandoah Ave											
	North Royal Ave	0.35	24000	G	From:	14th St										
				96%	0%	1%	1%	1%	0%	C	0.080	F	0.527	24000	G	2003
				To:	CL Front Royal											
	14th Street	0.24	22000	G	From:	Shenandoah Ave										
				96%	0%	1%	1%	1%	0%	F	0.080	F	0.526	22000	G	2003
				To:	CL Front Royal											
	Shenandoah Ave	0.34	26000	G	From:	14th St										
				96%	0%	1%	1%	1%	0%	F	0.083	F	0.505	27000	G	2003
				To:	CL Front Royal											

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Warren Maintenance Area

Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
							2Axle	3+Axle	1Trail	2Trail								
Warren County																		
					From													
340	522	Shenandoah Ave	0.45	26000	N	96%	0%	1%	1%	1%	0%	N	0.083	N	0.505	27000	N	2003
					To													
340	522	Shenandoah Ave	0.22	24000	G	95%	1%	1%	1%	2%	0%	F	0.082	F	0.542	25000	G	2003
					From													
340	522		0.83	23000	G	95%	1%	1%	1%	2%	0%	C	0.083	F	0.558	23000	G	2003
					To													
340	522		1.22	21000	G	85%	1%	1%	1%	12%	0%	C	0.079	F	0.532	21000	G	2003
					From													
340	522		2.81	19000	G	83%	1%	2%	2%	13%	0%	C	0.082	F	0.509	19000	G	2003
					To													
340	522		0.30	17000	G	84%	1%	1%	1%	13%	0%	C	0.083	F	0.528	18000	G	2003
					To													
Frederick County																		
					From													
340	522	Front Royal Pike	0.53	17000	G	84%	1%	1%	1%	13%	0%	C	0.083	F	0.528	18000	G	2003
					To													
Warren County																		
					From													
340	522	Front Royal Pike	0.39	17000	G	84%	1%	1%	1%	13%	0%	C	0.083	F	0.528	18000	G	2003
					To													
Frederick County																		
					From													
340	522	Front Royal Pike	0.30	17000	G	84%	1%	1%	1%	13%	0%	C	0.083	F	0.528	18000	G	2003
					To													
Warren County																		
					From													
340	522	Front Royal Pike	0.16	17000	G	84%	1%	1%	1%	13%	0%	C	0.083	F	0.528	18000	G	2003
					To													
Clarke County																		
					From													
340	522	Front Royal Pike	1.79	17000	G	84%	1%	1%	1%	13%	0%	C	0.083	F	0.528	18000	G	2003
					To													
Warren County																		
					From													
522			3.77	8000	G	97%	0%	1%	0%	1%	0%	C	0.087	F	0.569	8200	G	2003
					To													
Town of Front Royal																		
					From													
522		Chester Gap Rd	0.60	8600	G	97%	0%	1%	1%	1%	0%	C	NA		8600	G	2003	
					To													
522		Chester Gap Rd	0.35	11000	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.627	11000	G	2003
					From													
522		Commerce Ave	0.47	23000	G	98%	0%	1%	0%	1%	0%	C	0.089	F	0.517	23000	G	2003
					To													
522		Commerce Ave	0.74	16000	G	97%	0%	1%	0%	1%	0%	C	0.086	F	0.516	17000	G	2003
					From													
522		Commerce Ave	0.35	14000	G	97%	0%	1%	0%	1%	0%	F	0.084	F	0.505	14000	G	2003
					To													
522		North Royal Ave	0.35	24000	G	96%	0%	1%	1%	1%	0%	C	0.080	F	0.527	24000	G	2003
					From													
522		14th Street	0.24	22000	G	96%	0%	1%	1%	1%	0%	F	0.080	F	0.526	22000	G	2003
					To													

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Front Royal																
522	Shenandoah Ave	0.34	26000	G	From:	14th St				F	0.083	F	0.505	27000	G	2003
					To:	NCL Front Royal										
Warren County																
522	Shenandoah Ave	0.45	26000	N	From:	NCL Front Royal				N	0.083	N	0.505	27000	N	2003
					To:	SR 55 West										
522	Shenandoah Ave	0.22	24000	G	From:	95%				F	0.082	F	0.542	25000	G	2003
					To:	Old NCL Front Royal										
522		0.83	23000	G	From:	95%				C	0.083	F	0.558	23000	G	2003
					To:	I-66										
522		1.28	21000	G	From:	85%				C	0.079	F	0.532	21000	G	2003
					To:	93-627 Reliance Rd										
522		2.81	19000	G	From:	83%				C	0.082	F	0.509	19000	G	2003
					To:	93-802										
522		0.30	17000	G	From:	84%				C	0.083	F	0.528	18000	G	2003
					To:	Frederick County Line										
Frederick County																
522	Front Royal Pike	0.53	17000	G	From:	84%				C	0.083	F	0.528	18000	G	2003
					To:	Warren County Line										
Warren County																
522	Front Royal Pike	0.39	17000	G	From:	84%				C	0.083	F	0.528	18000	G	2003
					To:	Frederick County Line										
Frederick County																
522	Front Royal Pike	0.30	17000	G	From:	84%				C	0.083	F	0.528	18000	G	2003
					To:	Warren County Line										
Warren County																
522	Front Royal Pike	0.16	17000	G	From:	84%				C	0.083	F	0.528	18000	G	2003
					To:	Clarke County Line										
Clarke Countv																
522	Front Royal Pike	1.79	17000	G	From:	84%				C	0.083	F	0.528	18000	G	2003
					To:	US 340; SR 277 Double Toll Gate										
Warren County																
600		1.00	40	R	From:	Dead End						NA		NA		06/20/2002
					To:	93-604										
601		1.00	60	R	From:	Dead End						NA		NA		07/09/2002
					To:	93-604										
602		0.25	520	R	From:	93-604						NA		NA		1999
					To:	0.25 ME 93-604										
602		0.45	30	R	From:							NA		NA		06/20/2002
					To:	Dead End										
603		2.90	470	R	From:	93-647						NA		NA		06/17/2002
					To:	93-643										
603		2.30	1900	G	From:	98%				C	0.102	F	0.545	1900	G	2003
					To:	93-638										
604		0.90	80	R	From:	Dead End						NA		NA		07/09/2002
					To:	93-600										

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Warren Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Warren County																
(604)	0.82	200	R	From:	93-600						NA			NA		1999
(604)	0.34	730	G	To:	93-602					F	0.105	F	0.556	740	G	2003
(604)	1.59	940	G	From:	93-671					C	0.089	F	0.560	950	G	2003
				To:	US 522											
(605)	1.70	260	R	From:	US 340						NA			NA		06/20/2002
				To:	93-649											
(606)	1.72	2500	R	From:	NCL Front Royal						NA			NA		1999
(606)	0.51	630	R	To:	1.72 MN OF NCL						NA			NA		06/17/2002
(606)	0.25	110	R	From:	2.23 MN OF NCL						NA			NA		1999
				To:	Dead End											
(607)	0.60	310	R	From:	US 340						NA			NA		06/20/2002
(607)	1.00	100	R	To:	0.60 ME US 340						NA			NA		06/20/2002
				To:	93-649											
(608)	0.45	500	R	From:	93-613						NA			NA		07/09/2002
				To:	93-619											
(609)	0.40	210	R	From:	93-637						NA			NA		1999
(609)	0.77	330	R	To:	FR-225						NA			NA		06/10/2002
(609)	0.27	330	R	From:	0.77 ME FR-225						NA			NA		1999
(609)	0.10	480	R	To:	93-736						NA			NA		06/10/2002
				To:	93-627											
(610)	0.20	490	R	From:	SR 55; 93-678						NA			NA		06/24/2002
(610)	2.15	80	R	To:	93-616						NA			NA		06/24/2002
(610)	0.05	110	R	From:	2.15 ME 93-616						NA			NA		1999
				To:	93-626											
(611)	2.60	80	R	From:	93-635 WEST						NA			NA		06/10/2002
(611)	0.10	200	R	To:	93-635 EAST						NA			NA		06/10/2002
(611)	3.38	270	R	From:	93-612; 93-840						NA			NA		06/17/2002
				To:	93-637											
(612)	1.20	240	R	From:	93-611; 93-840						NA			NA		1999
(612)	1.00	60	R	To:	1.20 ME 93-611						NA			NA		06/10/2002
				To:	93-842											

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
612	0.90	40	R	From:	93-842					NA			NA			06/10/2002
				To:	93-626											
613	3.06	320	G	88%	1%	2%	7%	1%	0%	F	0.120	F	0.585	330	G	2003
				From:	93-738				C	0.1	F	0.625	640	G	2003	
613	2.26	630	G	88%	1%	2%	7%	1%								0%
				To:	63-672											
613	0.31	1300	G	93%	0%	1%	4%	2%	1%	C	0.081	F	0.625	1300	G	2003
				From:	93-672				C	0.081	F	0.625	1300	G	2003	
613	1.00	440	R	To:	US 340 EAST											
				From:	US 340 WEST											
613	4.69	230	R	To:	GW Natl For Bndy					NA			NA		06/24/2002	
				From:												
613	1.04	400	R	To:	4.70 MS of Bndy					NA			NA		07/09/2002	
				From:												
613	0.49	130	R	To:	93-608					NA			NA		07/09/2002	
				To:	93-619											
614	1.30	30	R	From:	93-626 SOUTH					NA			NA		06/24/2002	
				To:	SR 55 WEST											
614	0.70	110	R	From:	SR 55 EAST					NA			NA		1999	
				To:	93-626 NORTH											
615	1.90	780	G	98%	0%	1%	0%	0%	0%	C	0.106	F	0.523	790	G	2003
				From:	93-626 EAST				C	0.106	F	0.523	790	G	2003	
615	0.10	40	R	To:												
				From:	93-626 WEST											
615	0.27	470	R	To:	93-626 WEST					NA			NA		1988	
				From:	0.27 MN 93-626											
615	0.43	45	R	To:	0.27 MN 93-626					NA			NA		06/24/2002	
				From:												
615	1.50	390	R	To:	93-660					NA			NA		1999	
				From:	93-660											
615				To:	93-619 NORTH					NA			NA			
				From:												
616	0.70	120	R	From:	93-678					NA			NA		06/24/2002	
				To:	SR 55											
616	0.90	90	R	From:	SR 55					NA			NA		06/24/2002	
				To:	93-610											
617	1.70	230	R	From:	93-618					NA			NA		06/24/2002	
				To:	93-626											
618	0.89	450	R	From:	Dead End					NA			NA		1999	
				To:	93-619 WEST											
618	0.50	500	R	From:	93-619 EAST					NA			NA		06/24/2002	
				To:	93-617											
618	0.80	170	R	To:	93-617					NA			NA		1999	
				From:	93-615											
619	2.09	4200	G	95%	1%	2%	1%	1%	0%	C	0.088	F	0.673	4300	G	2003
				From:	US 340				C	0.088	F	0.673	4300	G	2003	
				To:	93-677											

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
(619)	0.11	4100	G	From:	93-677				F	0.085	F	0.626	4200	G	2003	
				To:	93-615 SOUTH											
(619)	2.19	3100	G	From:	93-673				C	0.086	F	0.655	3200	G	2003	
				To:	93-673											
(619)	1.93	620	G	From:	93-626				F	0.11	F	0.535	630	G	2003	
				To:	93-626											
(619)	2.43	630	G	From:	93-678				F	0.102	F	0.568	640	G	2003	
				To:	93-678											
(620)	0.60	220	R	From:	Dead End					NA			NA		06/13/2002	
				To:	93-658											
(621)	0.60	1100	R	From:	93-660					NA			NA		1999	
				To:	SR 55											
(622)	1.00	120	R	From:	93-634					NA			NA		06/20/2002	
				To:	1.00 MN 93-634											
(622)	0.10	120	R	From:	Dead End; Gap Terminus					NA			NA		06/20/2002	
				To:	Dead End; Gap Terminus											
(622)	0.39	100	R	From:	0.39 ME OF Dead End					NA			NA		06/20/2002	
				To:	0.39 ME OF Dead End											
(622)	0.50	100	R	From:	0.89 ME OF Dead End					NA			NA		06/20/2002	
				To:	0.89 ME OF Dead End											
(622)	0.50	150	R	From:	93-649					NA			NA		07/09/2002	
				To:	93-649											
(622)	0.70	110	R	From:	93-631					NA			NA		1999	
				To:	93-631											
(622)	2.79	140	R	From:	2.80 MN 93-631					NA			NA		07/09/2002	
				To:	2.80 MN 93-631											
(622)	0.36	150	R	From:	93-654					NA			NA		1999	
				To:	93-654											
(622)	0.06	240	R	From:	93-674					NA			NA		07/09/2002	
				To:	93-674											
(623)	1.72	100	R	From:	Dead End					NA			NA		07/09/2002	
				To:	1.72 MN Dead End											
(623)	0.38	430	R	From:	93-673					NA			NA		06/24/2002	
				To:	93-673											
(624)	0.50	3600	G	From:	NCL Front Royal				C	0.092	F	0.578	3700	G	2003	
				To:	93-647											
(624)	0.40	3200	G	From:	93-645				F	0.098	F	0.517	3200	G	2003	
				To:	93-645											
(624)	1.28	3000	G	From:	93-643				C	0.097	F	0.517	3000	G	2003	
				To:	93-643											
(624)	1.80	1200	G	From:	93-661				F	0.13	F	0.522	1200	G	2003	
				To:	93-661											
(624)	3.60	330	R	From:	Clarke County Line					NA			NA		1999	
				To:	Clarke County Line											
(625)	0.25	70	R	From:	93-637					NA			NA		06/10/2002	
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
626	1.60	160	R	From:	93-619						NA			NA		08/08/2002
				To:	93-615 WEST											
626	1.80	1300	G	From:	93-615 EAST					C	0.086	F	0.614	1300	G	2003
				To:	SR 55 WEST											
626	1.00	300	R	From:	SR 55 EAST						NA			NA		07/09/2002
				To:	93-614											
626	0.10	150	R	From:							NA			NA		1999
				To:	93-610											
626	0.50	20	R	From:							NA			NA		06/24/2002
				To:	Dead End											
626	0.20	70	R	From:	Dead End; Gap Terminus						NA			NA		06/10/2002
				To:	93-612											
626	0.70	160	R	From:							NA			NA		06/10/2002
				To:	93-637											
627	0.79	1400	G	From:	Frederick County Line					C	0.086	F	0.548	1500	G	2003
				To:	93-637											
627	3.48	1200	G	From:	97%					C	0.101	F	0.661	1200	G	2003
				To:	93-609											
627	0.33	1700	G	From:	97%					F	0.091	F	0.577	1700	G	2003
				To:	US 522											
628	0.80	50	R	From:	US 340						NA			NA		07/09/2002
				To:	93-629 SOUTH											
628	0.30	100	R	From:							NA			NA		07/09/2002
				To:	93-629 NORTH											
628	1.10	70	R	From:							NA			NA		07/09/2002
				To:	93-613											
629	0.65	80	R	From:	Dead End						NA			NA		06/24/2002
				To:	93-628 NORTH											
629	1.00	170	R	From:	93-628 SOUTH						NA			NA		1999
				To:	US 340											
630	1.85	470	R	From:	Dead End						NA			NA		06/24/2002
				To:	1.85 MN Dead End											
630	0.40	470	R	From:							NA			NA		06/24/2002
				To:	93-613											
631	1.20	80	R	From:	93-622						NA			NA		08/12/2002
				To:	93-613 WEST											
631	5.70	120	R	From:	93-613 MID						NA			NA		06/20/2002
				To:	93-632											
631	0.40	340	R	From:							NA			NA		06/20/2002
				To:	93-634											
631	0.10	740	R	From:							NA			NA		1999
				To:	93-613 E; 93-649											
632	0.40	40	R	From:	Dead End						NA			NA		06/20/2002
				To:	93-633											

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						2Axle	3+Axle	1Trail	2Trail								
Warren County																	
632	0.70	110	R	From:	93-633						NA		NA		06/20/2002		
				To:	93-631												
633	0.40	30	R	From:	Dead End						NA		NA		06/20/2002		
				To:	93-632												
634	1.00	230	R	From:	93-631						NA		NA		1999		
				To:	93-622												
634	1.20	110	R	From:	93-622						NA		NA		06/20/2002		
				To:	Dead End												
635	0.20	100	R	From:	Shenandoah County Line						NA		NA		06/10/2002		
				To:	93-611 WEST												
635	1.90	40	R	From:	93-611 WEST						NA		NA		06/10/2002		
				To:	93-611 EAST												
636	1.00	40	R	From:	Dead End						NA		NA		06/17/2002		
				To:	93-638												
637	0.15	1300	R	From:	Dead End						NA		NA		06/10/2002		
				To:	US 522												
637	1.74	920	G	97%	1%	1%	1%	1%	0%	C	0.092	F	0.512	930	G	2003	
637	2.51	430	G	From:	93-625						C	0.094	F	0.535	440	G	2003
				To:	93-626												
637	1.01	450	G	From:	93-626						F	0.091	F	0.685	450	G	2003
				To:	93-627												
637	1.21	150	R								NA			NA		1999	
637	0.50	80	R	From:	93-854						NA		NA		07/09/2002		
				To:	Frederick County Line												
638	1.20	370	R	From:	Fauquier County Line; 30-638						NA		NA		1999		
				To:	93-636												
638	0.60	600	R	From:	93-636						NA		NA		07/09/2002		
				To:	SR 55												
638	0.20	2400	R	From:	SR 55						NA		NA		1999		
				To:	FR-283												
638	3.28	1500	R	From:	FR-283						NA		NA		1999		
				To:	3.28 MN FR-283												
638	5.49	760	R	From:	3.28 MN FR-283						NA		NA		06/17/2002		
				To:	93-688												
638	1.70	1100	R	From:	93-688						NA		NA		1999		
				To:	93-603												
638	2.90	1500	G	From:	93-603						C	0.103	F	0.730	1500	G	2003
				To:	Clarke County Line; 21-638												
639	0.36	1100	R	From:	Frederick County Line						NA		NA		1999		
				To:	93-802 SOUTH												
639	0.03	280	R	From:	93-802 NORTH						NA		NA		07/09/2002		
				To:	US 522												

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
(639)	3.03	200	R	From:	US 522						NA			NA		1999
(639)	0.05	410	R	To:	93-658 NORTH						NA			NA		06/13/2002
(639)	1.00	140	R	From:	93-658 SOUTH						NA			NA		06/13/2002
(639)				To:	93-624											
(640)	0.20	100	R	From:	93-735						NA			NA		06/10/2002
(640)				To:	Frederick County Line											
(641)	0.10	900	R	From:	93-639						NA			NA		1999
(641)				To:	Frederick County Line											
(642)	1.00	30	R	From:	Dead End						NA			NA		07/09/2002
(642)	0.20	90	R	To:	1.00 MW Dead End						NA			NA		1999
(642)				From:	93-624											
(643)	1.22	2000	G	To:	93-603					C	0.096	F	0.533	2000	G	2003
(643)				From:	Clarke County Line											
(644)	0.40	50	R	To:	93-624						NA			NA		06/13/2002
(645)	0.29	30	R	From:	93-624						NA			NA		1999
(645)				To:	Dead End											
(646)	0.80	270	R	From:	Dead End						NA			NA		07/09/2002
(646)				To:	93-660											
(647)	1.51	2000	R	From:	SR 55						NA			NA		1999
(647)	1.57	1600	R	To:	93-603						NA			NA		06/17/2002
(647)				From:	93-624											
(648)	0.22	60	R	To:	Dead End						NA			NA		06/20/2002
(648)				From:	93-674											
(649)	1.73	940	G	To:	93-613; 93-631					F	0.088	F	0.76	960	G	2003
(649)	2.52	1400	G	From:	93-622					F	0.072	F	0.578	1400	G	2003
(649)	2.20	1800	G	To:	93-605					C	0.088	F	0.769	1800	G	2003
(649)	0.60	2100	G	From:	93-650					F	0.084	F	0.677	2100	G	2003
(649)	0.19	2300	G	To:	93-1010					F	0.091	F	0.701	2400	G	2003
(649)	0.19	2600	G	From:	93-745					F	0.091	F	0.721	2700	G	2003
(649)				To:	US 340											
(650)	0.06	40	R	From:	93-649						NA			NA		06/20/2002
(650)				To:	93-740											

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						2Axle	3+Axle	1Trail	2Trail									
Warren County																		
650	0.50	30	R	From:	93-740					NA			NA		06/20/2002			
				To:	US 340													
652	0.18	50	R	From:	63-656					NA			NA		06/17/2002			
				To:	93-656													
654	0.17	40	R	From:	93-622					NA			NA		1999			
				To:	93-737													
655	1.00	3300	R	From:	Dead End					NA			NA		08/08/2002			
				To:	US 522; FR 730													
656	1.00	80	R	From:	SCL Front Royal					NA			NA		1999			
				To:	ECL Front Royal													
657	0.07	40	R	From:	Dead End					NA			NA		06/17/2002			
				To:	93-638													
658	3.00	880	G	98%	0%	1%	0%	1%	0%	C	0.089	F	0.519	890	G	2003		
658	1.60	340	G	To:	93-661					C			0.093	F	0.543	350	G	2003
				From:	93-639 WEST													
658	1.05	340	G	From:	93-639 EAST					F			0.108	F	0.521	350	G	2003
				To:	Clarke County Line													
659	0.50	90	R	From:	93-603					NA			NA		06/17/2002			
				To:	Dead End													
660	0.30	650	R	From:	93-615					NA			NA		06/24/2002			
				To:	93-626 SOUTH													
660	1.50	600	R		93-614; 93-626 NORTH					NA			NA		1999			
660	0.68	70	R	To:	93-621											NA		
				From:	Dead End													
661	1.23	1400	G	From:	93-624					F			0.097	F	0.681	1400	G	2003
				To:	93-658													
661	2.10	1700	G	From:	93-658					C			0.112	F	0.539	1700	G	2003
				To:	US 522													
662	0.33	170	R	From:	Frederick County Line					NA			NA		06/10/2002			
				To:	Dead End													
663	0.32	120	R	From:	Begin Loop					NA			NA		08/08/2002			
				To:	End Loop													
663	0.08	370	R	From:						NA			NA		1999			
				To:	93-745													
664	0.21	110	R	From:	Dead End					NA			NA		06/24/2002			
				To:	SR 55													
665	0.07	950	R	From:	Rappahannock County Line					NA			NA		1999			
				To:	US 522													

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						2Axle	3+Axle	1Trail	2Trail							
Warren County																
667	0.30	70	R	From:	93-626					NA			NA		06/24/2002	
				To:	Dead End											
668	0.20	90	R	From:	Dead End					NA			NA		06/24/2002	
				To:	SR 55											
669	0.30	90	R	From:	US 340					NA			NA		06/24/2002	
				To:	Dead End											
670	0.60	100	R	From:	Dead End					NA			NA		06/20/2002	
				To:	93-737											
671	0.92	240	R	From:	Dead End					NA			NA		06/20/2002	
				To:	93-604											
672	0.10	80	R	From:	Dead End					NA			NA		06/24/2002	
				To:	93-613											
673	1.13	360	R	From:	Dead End					NA			NA		06/24/2002	
				To:	93-623											
673	0.70	1100	R	From:						NA			NA		1999	
				To:	93-619											
674	0.48	100	R	From:	US 340					NA			NA		06/20/2002	
				To:	93-622											
674	0.17	280	R	From:						NA			NA		1999	
				To:	93-737											
675	0.58	80	R	From:	US 522					NA			NA		06/13/2002	
				To:	Cul-de-Sac											
676	0.30	100	R	From:	93-677					NA			NA		1999	
				To:	Dead End											
677	2.17	150	R	From:	93-619					NA			NA		06/24/2002	
				To:	93-679											
678	1.77	1600	G	96%	0%	2%	1%	1%	0%	C	0.089	F	0.607	1600	G	2003
				To:	SR 55; 93-610											
679	1.32	170	R	From:	93-619 WEST					NA			NA		1999	
				To:	93-619 EAST											
679	0.70	590	R	From:						NA			NA		07/09/2002	
				To:	93-677											
680	0.31	30	R	From:	93-619 WEST					NA			NA		06/24/2002	
				To:	93-619 EAST											
681	0.24	260	R	From:	WCL Front Royal					NA			NA		06/20/2002	
				To:	Dead End											
682	0.10	40	R	From:	Dead End					NA			NA		1999	
				To:	93-1111											
682	0.06	100	R	From:						NA			NA		06/24/2002	
				To:	93-1110											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Warren County																
682	0.27	300	R	From:	93-1110					NA			NA			1999
				To:	SR 55											
683	1.48	210	R	From:	93-661					NA			NA			06/17/2002
				To:	93-658											
684	0.09	30	R	From:	Dead End					NA			NA			1999
				To:	93-686											
684	0.06	50	R	From:	93-686					NA			NA			06/24/2002
				To:	93-613											
685	0.24	20	R	From:	93-638					NA			NA			1999
				To:	Dead End											
686	0.05	20	R	From:	Dead End					NA			NA			06/24/2002
				To:	93-684											
687	0.27	30	R	From:	Cul-de-Sac					NA			NA			1999
				To:	93-638											
688	0.20	420	R	From:	93-638					NA			NA			1999
				To:	Dead End											
689	0.28	130	R	From:	93-624					NA			NA			06/17/2002
				To:	Dead End											
690	0.24	NA		From:	SR-00055(B)/					NA			NA			
				To:	Dead End/											
700	0.36	110	R	From:	Dead End					NA			NA			06/24/2002
				To:	93-677											
701	0.40	180	R	From:	Dead End					NA			NA			06/24/2002
				To:	93-619											
702	0.61	580	R	From:	Cul-de-Sac					NA			NA			06/13/2002
				To:	93-661											
703	0.08	30	R	From:	Dead End					NA			NA			06/13/2002
				To:	93-661											
704	0.20	100	R	From:	SR 55					NA			NA			1999
				To:	Dead End											
710	0.39	450	R	From:	93-678					NA			NA			1999
				To:	Dead End											
725	2.11	NA		From:	Dead End/					NA			NA			
				To:	US-00340(B)/											
730	0.25	430	R	From:	Dead End					NA			NA			1999
				To:	93-613											
735	1.00	50	R	From:	Dead End					NA			NA			06/10/2002
				To:	93-640											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Warren County																
735	0.40	60	R	From:	93-640					NA			NA		07/09/2002	
				To:	Frederick County Line											
736	0.20	10	R	From:	93-609					NA			NA		06/10/2002	
				To:	93-627											
737	0.05	60	R	From:	93-654					NA			NA		1999	
				To:	93-674											
737	0.02	380	R	From:						NA			NA		06/20/2002	
737	0.40	150	R	From:	US 340					NA			NA		1999	
				To:	Dead End											
738	0.30	30	R	From:	93-613					NA			NA		08/08/2002	
				To:	Dead End											
739	0.22	90	R	From:	93-660					NA			NA		06/24/2002	
				To:	Dead End											
740	0.19	20	R	From:	93-650					NA			NA		06/20/2002	
				To:	93-649											
745	0.18	410	R	From:	93-649					NA			NA		1999	
				To:	Dead End											
802	0.16	940	R	From:	US 522					NA			NA		06/13/2002	
				To:	93-639 SOUTH											
802	0.08	250	R	From:						NA			NA		1999	
802	0.20	70	R	From:	93-639 NORTH					NA			NA		06/10/2002	
				To:	Dead End											
810	0.23	80	R	From:	93-624					NA			NA		1999	
				To:	93-811											
810	0.34	60	R	From:						NA			NA		1999	
				To:	93-639											
811	0.11	30	R	From:	Cul-de-Sac					NA			NA		1999	
				To:	93-810											
840	1.00	560	R	From:	Frederick County Line					NA			NA		06/17/2002	
				To:	93-611; 93-612											
842	0.20	40	R	From:	Dead End					NA			NA		1994	
				To:	93-612											
842	1.25	40	R	From:						NA			NA		06/10/2002	
842	0.05	40	R	From:	1.25 MN 93-612					NA			NA		06/10/2002	
				To:	93-611 WEST											
842	1.22	170	R	From:	93-611 EAST					NA			NA		06/10/2002	
				To:	Frederick County Line											
854	0.25	120	R	From:	93-637					NA			NA		06/10/2002	
				To:	Frederick County Line											

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						2Axle	3+Axle	1Trail	2Trail								
Frederick County																	
854	0.21	30	R	From:	Frederick County Line					NA				NA		1999	
				To:	Dead End												
Warren County																	
1010	0.20	80	R	From:	Cul-de-Sac					NA				NA		1999	
				To:	93-649												
1013	1.02	290	R	From:	93-661					NA				NA		1999	
				To:	93-1014												
1014	0.20	50	R	From:	93-1013					NA				NA		1999	
				To:	Cul-de-Sac												
1015	0.17	40	R	From:	93-658					NA				NA		1999	
				To:	Cul-de-Sac												
1110	0.09	40	R	From:	Dead End					NA				NA		06/24/2002	
				To:	93-682												
1111	0.08	30	R	From:	Dead End					NA				NA		1999	
				To:	93-682												
1120	0.29	1100	R	From:	93-1125					NA				NA		1999	
				To:	WCL Front Royal												
1121	0.11	120	R	From:	93-1120					NA				NA		1999	
				To:	Cul-de-Sac												
1122	0.15	120	R	From:	Cul-de-Sac					NA				NA		1999	
				To:	93-1120												
1123	0.07	170	R	From:	93-1120					NA				NA		1999	
				To:	Cul-de-Sac												
1124	0.06	80	R	From:	93-1123					NA				NA		1999	
				To:	Cul-de-Sac												
1125	0.22	110	R	From:	Cul-de-Sac					NA				NA		1999	
				To:	Cul-de-Sac												
1126	0.11	100	R	From:	Cul-de-Sac					NA				NA		1999	
				To:	93-1125												
Town of Front Royal																	
2 172	Criser Rd	0.51	2100	G	99%	0%	1%	0%	0%	0%	C	0.089	F	0.525	2300	G	2003
					From:												
2 172	Criser Rd	0.71	3800	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.698	4100	G	2003
					From:												
4001 112	Luray Ave	0.45	890	G	98%	0%	1%	0%	1%	0%	F	0.101	F	0.605	960	G	2003
					From:												
4001 112	Luray Ave	0.21	1400	G	98%	0%	1%	0%	1%	0%	C	0.100	F	0.571	1500	G	2003
					From:												
4002 112	Stonewall Dr	0.25	490	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.685	530	G	2003
					From:												
					99%	0%	1%	0%	0%	0%							
					To:												

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						2Axle	3+Axle	1Trail	2Trail							
Town of Front Royal																
<div>4002112</div> Stonewall Dr	0.42	2800	G	From:	US 522 Commerce Ave				C	0.095	F	0.647	3000	G	2003	
				To:	Charles St											
<div>4004112</div> West Main St	0.64	1500	G	From:	Kerfoot Ave				C	0.094	F	0.616	1600	G	2003	
				To:	Luray Ave											
<div>4004112</div> West Main St	0.07	2500	G	From:	North Royal Ave				F	0.088	F	0.661	2700	G	2003	
				To:	Blue Ridge Ave											
<div>4004112</div> East Main St	0.25	3500	G	From:	Commerce Ave				C	0.088	F	0.514	3700	G	2003	
				To:	Commerce Ave											
<div>4005112</div> Happy CreekK Rd	0.85	2400	G	From:	Commerce Ave				C	0.098	F	0.563	2600	G	2003	
				To:	6Th St											
<div>4006112</div> Kendrick Lane	0.19	7900	G	From:	Shenandoah Ave				C	0.088	F	0.511	8500	G	2003	
				To:	6Th St											
<div>4006112</div> 6th Street	0.11	7300	G	From:	Kendrick Ln				F	0.083	F	0.501	7900	G	2003	
				To:	US 340 North Royal Ave											
<div>4006112</div> 6th Street	0.14	5500	G	From:	Commerce Ave				F	0.085	F	0.507	5900	G	2003	
				To:	Commerce Ave											
<div>4006112</div> 6th Street	0.62	6300	G	From:	Happy Creek Rd				C	0.092	F	0.516	6800	G	2003	
				To:	6Th St											
<div>4006112</div> Happy Creek Rd	2.19	4900	G	From:	ECL Front Royal				C	0.097	F	0.561	5300	G	2003	
				To:	Kendrick Lane											
<div>4010112</div> Shenandoah Ave	0.50	6100	G	From:	14Th St				C	0.087	F	0.519	6600	G	2003	
				To:	Virginia Ave											
11th Street		860	G	From:	North Royal Ave					0.094	F		860	G	2003	
				To:	Jefferson Avenue											
13th Street		540	G	From:	Monroe Avenue					0.094	F	0.519	540	G	2003	
				To:	Accomac Road											
Jamestown Road		1300	G	From:	Charles Street					0.089	F	0.562	1300	G	2003	
				To:	Massanutten Avenue											
Kendrick Lane		3300	G	From:	Shenandoah Avenue					0.090	F	0.563	3300	G	2003	
				To:	Happy Creek Road											
Washington Avenue		330	G	From:	6th Street					0.12	F	0.563	330	G	2003	
				To:												